









## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## SUICIDE AND THE LAW.

Sir,—The paragraph in your issue of the 9th instant referring to the attempt of a Chinese woman to commit suicide is instructive both from a moral and legal point of view, and one cannot help sympathizing with the woman in her trouble and forming the opinion that the law is useless to deal with matters of this kind. The evidence shows that the woman was hungry, friendless, destitute, and feeling cold severely attempted to end her existence by jumping into the harbour of the Yau-ma-tei ferry pier, but was rescued by the coxswain of the ferry who was accompanied and rewarded by the Magistrate, while the woman was remanded for medical examination. Assuming that the woman is fat of case on examination the absurdity of the law is manifest when it is considered that she can be fined or imprisoned. Surely this is a most inequitable and unjust manner of dealing with a case like this where a woman is destitute and friendless and despairing of better prospects in a watery grave. If the law provided that persons attempting suicide through adverse circumstances were given an opportunity of lifting over their difficulties there would be some sense in it, but to fine or send to goal persons who have found life too weary and are unable to bear the burden of daily toil seems to me most unjust, and it is folly to suppose that punishment would deter in case of attempted suicides, except perhaps to cause those contemplating suicide to be more careful and deliberate in the means they adopt to end their lives—when we consider that the number of suicides are increasing year by year. Mr. W. T. Steward in the *Review of Reviews* a few years ago showed that the suicides of each succeeding year exceed the number killed in the bloodiest of campaigns and that every month on an average 15,000 persons perish by their own hands.

In view of the great increase in the number of suicides and in the interest of humanity it is time public attention was drawn to the necessity of amending or repealing the law. Punishment by imprisonment having failed to effect its object let a policy of kindness be adopted towards the wretched beings who seek to end their lives, and I venture to say that the latter system will be far more beneficial in its results than under the present law. Of course, I know it is impossible to suppress suicide, as long as the so-called march of civilization increases, so long will the number of suicides be augmented year by year, owing to the increase of population and the continued strain of existence, but this fact should not prevent us from endeavouring to bring our laws on the subject in accordance with humanity and common sense. I feel sure that all who consider this matter in a calm and dispassionate way, free from all prejudice, will give me as to the necessity of an amendment or repeal of the existing law. I did intend to say more on this important subject but am afraid I have already taken up too much of your valuable space.

Yours, etc.,

N. Y. Z.

Hongkong, January 10th, 1900.

## CANTON ROBBERS.

[From the *Tsun Wan Yat Po*.]

## ROBBERY WITH SUPPOSED MURDER.

A Chinese gentleman, named Wong, who was returning to his native village after making his fortune in foreign countries recently arrived at Canton with three friends and a great deal of luggage. They took a sampan to the Tien Pier and, as they could not take away all the luggage at once, left one of their number to take charge of the remainder. When the party returned to the pier they found the boat with their friend and luggage missing. Wong, after making a fruitless search for the boat, went to a relation of his at the Viceroy's yamen and obtained his assistance. Next morning they went to the Canton Steamer's Wharf and identified the woman who had procured the sampan for them. She said she knew nothing about the robbery, as her business was only to call the boats for intending passengers, but she knew the name of the owner (Lo Ah Quai) of the boat. Wong had taken the officer of the Dutch Folly with him who had been imprisoned, and the military officer in the Lam Lo May to search for this man's boat. Some time after Lo Ah Quai was arrested and handed over to the officer of the Dutch Folly and confessed he had about thirty men employed in seven different boats to rob the passengers' luggage. When asked what had become of Wong's friend, the prisoner said he did not know.

The prisoners were then handed over to a higher mandarin for further enquiries to be made. It is feared that the boatmen murdered Wong's friend.

## PIRATES IN CANTON WATERS.

On the 6th ult., the launch *Fu Shan*, towing a junk, was about to start for Heung Shan, Sak Ka. While letting loose the ropes and weighing the anchors, several men went on board the launch as passengers. When their dress and style was that of men of importance, the crew let them pass without remark. About mid voyage one of these men made a sign, the rest ran up, and taking out revolvers, pointed them at the crew. When the launch reached Mai Ling Sea, Shan Yip, several long sampans came along. The pirates then began to rob the passengers on board the launch and junk. After they had looted a pretty big sum, the ruffians rowed away, leaving the launch and the junk to proceed on their voyage.

There are accounts of many other piracies, in fact the writer says "it makes my pen weary to describe all the piracies," but the rest are of the ordinary type.

## TUNG-WA HOSPITAL.

The Directors of the Tung-wa Hospital beg to acknowledge with thanks the following Donations to the Fund for the extension of the Hospital:

Already acknowledged	\$77,505
Tang Tai Ling	10
Lee Chung	10
Shi Cheong Tai	10
Tai Yuen	10
Kwong Tsung Lung	10
Sul Yik	10
Mau Shing	10
Au Tak Yuen	10
Hop Hing Lung	10
Hop Hing Lung Coy	10
Kwong Tung Cheong	10
Kung Cheong	10
Kwong Tak Lung	10
Wing Sang	10
On Lung	10
Yan Wo Cheong	10
Yan Wo Cheong	10
Kam Cheong	10
Yau Tak	10
Shing Yik	10
Sun Yik Cheong	10
Nam Shing	10
Sham Cheong	10
Total	\$77,710

## THE NAVY LEAGUE.

Copy.

6th December, 1899.

The Secretary of the Navy League presents his compliments to the Editor of the *Hongkong Telegraph* and would feel obliged by the publication of the following communication:—

In response to a letter addressed to Sir Arthur Bigge K.C.B., by Mr. A. A. Somerville, the Hon. Secretary of the Navy League, on the subject of the training vessel for boys established by that organization, now moored on the Thames at Windsor, the following reply has been received from Sir Fleetwood Edwards, K.C.B.:—

Windsor Castle, 4th December, 1899.

Dear Sir,—Sir Arthur Bigge has handed me your letter of the 30th November, the contents of which I have laid before the Queen who desires me to enclose a cheque for £10 as a donation from Her Majesty to the funds of the Windsor and Eton Branch of the Navy League.

Believe me,

Yours very truly,

FLEETWOOD I. EDWARDS.

## THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

The following is the Report for presentation to the shareholders at the ninth ordinary annual meeting, to be held at the offices of the General Managers, at 3 p.m. on Monday, the 15th January.

The General Managers beg to submit to the Shareholders their Report on the working of the Company, with a Statement of Accounts, for the year ended 31st December, 1899.

In the same way as in the previous years an interim dividend at the rate of \$1.50 per share was paid on the 8th July out of the half-yearly rental from the Hongkong and Kowloon Wharf and Godown Company, Limited. The balance now at credit of profit and loss account, including the balance of \$287,188 from last year, amounts to \$4,330.32. After providing for the final dividend at the above rate, absorbing \$3,000.00, there remains a small surplus of \$430.32, which it is recommended to carry forward to new profit and loss account.

## AUDITOR.

The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

MEYER & CO.,  
General Managers.

Hongkong, 8th January, 1900.

## LIABILITIES AND ASSETS, 31ST DECEMBER, 1899.

To capital account: 2,600 shares at \$100, of which \$37,500 paid up..	\$ 97,500.00
To mortgages of.....	\$140,000.00
To mortgages of.....	20,000.00
To dividend account.....	160,000.00
To reserve fund.....	382.50
To balance of profit and loss account	4,330.32
	\$264,712.82
By Hongkong and Shanghai Bank Corporation.....	\$ 4,712.82
By property account.....	260,000.00
	\$264,712.82

## PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1899.

By balance of 1898.....	\$ 387.18
By net rent for premises of the Hongkong and Kowloon Wharf and Godown Company for 1st half year, 1899.....	4,150.00
By net rent for premises of the Hongkong and Kowloon Wharf and Godown Company for 2nd half year, 1899.....	4,150.00
By transfer fees of 1899.....	16.00
By interest account, 1899.....	27.14
	\$ 8,730.32
To interim dividend paid for 1st half year, 1899.....	\$ 3,000.00
To commission to General Managers for 1899.....	500.00
To net profit.....	4,330.32
	\$ 8,730.32

## MURDER OF MR. S. M. BROOKE.

On Tuesday, says the *Shanghai Mercury* of 4th inst., we published a telegram as an Extra stating that Mr. S. M. Brooke, an Anglican Missionary, belonging to the S. P. G., had been seized by the "Boxers," a turbulent set of natives now giving a good deal of trouble around Tientsin, which lies south of Peking. He was seized and had a rope put round his neck and dragged through the streets. The matter was at once reported to the Governor who took the matter in hand. Yesterday we received a telegram stating that the Feicheng Magistrate had informed the Governor that Mr. Brooke had been murdered. To-day we have a telegram from Cheloo, confirming the sad news, and stating that Mr. Brooke had been brutally murdered and warning foreigners that it is dangerous for them to travel in Shantung. Mr. Brooke was stationed at Tientsin.

## RAT PIONEERS.

The rats are fully justifying the noxious character attributed to them as propagators and pioneers of Pest, says the *Japan Mail*. Their ill-effects are shown at Toyohashi in Aichi Prefecture where the people there, what to expect, and news now comes from Numa that a similar discovery has been made in that town also. Obviously the disease is creeping gradually northwards, and if rats, working for the most part, underground, are the instruments of its progress, the hopelessness of effectually checking it must be admitted. Meanwhile news of sporadic cases continues to arrive from the south. Another patient is reported from Osaka, a woman engaged at a kanakin factory.

## COUNT INOUE AND KORE.

In speaking of the dislocation and want of cooperation that tend to paralyse Japanese commercial efforts at present, Count Inoue, though his strictures are generally applicable, is said to have had Kobe's case chiefly in view. Considering the importance that Kobe is steadily assuming in the country's trade, its conditions are singularly defective. The railway passes by at a distance, virtually ignoring the place, and the accommodation furnished by the Custom House is so small that great inconvenience is constantly felt. A bale of cotton for the spinning mills in Osaka has first to pass the Customs in Kobe; to then to be stored, and finally, to be taken out of store and reshipped for Osaka, the cost of these various operations being from 45 to 50 yen per bale of 300 catties. Such a waste of energy and money is intolerable. This is a thing to be done to enlarge the harbour and extend the economy of transportation furnished at the Customs. That is one of the purposes contemplated by the new Society, the *Yokohama Kai*, of which Count Inoue is the central figure. It is said that he has approached the Authorities on the subject, and has obtained their approval of a grant of 13 million yen for the above purposes. The appropriation will be included in a supplementary budget for 1900—*Japan Mail*.

## THE WAR IN REVIEW.

Divers views on the conduct and policy of the war in South Africa are published in the December Reviews, but not to the exclusion of many other matters of current interest.

The *Nineteenth Century* has two articles dealing with "South African Problems and Lessons." Mr. Sidney Low says: "The war has vindicated the opinion of those who have for years past maintained that our military resources are utterly inadequate to our Imperial necessities and to the position we hold as a great World Power, with a more extensive land frontier than any other civilised State except Russia. In the first flush and excitement of a campaign there is little room for anything but admiration for the valour of our troops and sympathy with their suffering. The Natal battles have shown that the British soldier and his regimental officer have all the splendid courage and heroic steadiness of their predecessors who fought in the Peninsula and the Crimea. The country is peaceful and has reason to be proud of the boys and young men who are going to the front. But pride is mingled—or will be when it gets over its first thrill, and begins to reflect—with some other feelings. I am not now referring to the interesting diplomatic and strategic management which has left us to begin a war against two minute Republics in such a position that our generals are outnumbered and outmarched, that nothing but a double dose of British luck and pluck saves us from disaster, that wide spaces of colonial territory are occupied by the enemy for weeks, that a whole division of our troops is besieged in one of our own towns and that fifteen hundred English soldiers are in a hostile capital. War Ministers and ex-War Ministers console us by insisting that the mobilisation has been a success; it has shown that at last we have a real Army. So it has. It has been conclusively proved that by dint of immense exertions and the expenditure of enormous sums of money we are able to put into the field a force sufficient to fight 'Tutu'.

In regard to the establishment of a great Colony to be called Natal, embracing Swaziland, Transvaal and Orange Free State, the prospects are bright. The task of bringing South African federation would be beset by difficulties and expedited. The new Colony may be ultimately acquired from Portugal or not. It would consequently be easily kept under the control of the greatest Naval Power, and while this would tend to check any demonstration of disloyalty the mere fact of access to the sea would go far towards reconciling the Dutch and British rule. The influence of English ideas spreading inland from the coast would slowly but surely tend to the enlightenment of the Boers, who might thus be led to appreciate the advantages of education for their children and even of some of the amenities of civilisation for themselves. The growth of commerce with such a seaboard and with increased railway communication would prove of great advantage to British manufacturers and traders, as well as to all the inhabitants of the new Colony."

To the *Fortnightly Review* Mr. J. P. Fitzpatrick sends "Some Notes on the Transvaal Question." He remarks that: "As efforts have been made to get the Government committed to some assurance that the Republic will not be annexed, but will be allowed to continue as Republics with more defined relations towards Great Britain... it appears to be worth while to mention once more the two factors, Boer ambition and British complacency, and to ask if anything so fatuous can be contemplated as the taking of a fresh and wholly unnecessary risk? Knowing the hostility and persistency of the Boer leaders, is it common sense to provide them with a rallying ground for the disaffected from which to work mischief as occasion offers, for under the best conditions occasions must occur. Is there another legacy of trouble to be faced in years to come, and under conditions which we cannot foresee, or are we to start with the clean slate? A final settlement is not only consistent with generous treatment of the vanquished, it is the only wise and merciful course."

## A MILITARY FEAT.

The public does not quite seem to realise that we are at present passing through a record experience for the British Army. Never before has the British soldier been under shrapnel fire of the modern type, nor has he ever before come within the sweep of the machine gun or the magazine volley. Never before in the history of the world has a force, which will be close on 80,000 men before the concentration is complete, traversed 6,000 miles of ocean to reach the seat of war. Such an expedition could only be attempted by English and Boer alike, and the magnitude and the marvellous regularity of its accomplishment all the other expeditions of ancient or modern history sink into insignificance.—*Daily Tel.*

## MODERN BULLETS.

THEIR DEGREES OF DESTRUCTIVENESS.

There is a gruesome but instructive illustration in the weekly *Lancet* showing the destructive effects of modern military bullets. It records experiments made conjointly by Dr. Arthur Keith, curator of the London Hospital Museum and lecturer on anatomy, and Dr. Hugh M. Rigby, surgical registrar at the London Hospital. The experiments were made upon bars of soap, plaster of Paris on the point of setting to represent the consistency of brains, and upon specially prepared corpses for the purpose of procuring specimens for use in the London Hospital Medical College of the effects of the English service bullet, "Mark II," now being used by our army in South Africa, and the Mauser, used by the Boers, and also of the "Mark IV" and "Dum-dum." The results arrived at were that our "Mark II" bullet "has a destructive effect more than half as much again as the 'Mauser.'"

The experiments add, "But it must not be forgotten that either bullet may easily be made into a 'Dum-dum,' and then the destructive effect is increased by threefold, but the increase is much greater in the 'Mauser.'"

"If the destructive power of the 'Mauser' be taken as the unit, that of the 'Mark IV' bullet is nearly twice as great, and that of the 'Dum-dum' probably four or five times as great."

Dr. Keith and Dr. Rigby show that the size of the visible wounds of the entrance and exit of the bullet is no measure of the injury wrought.

the visible wounds in the flesh appear trifling, but the bone is shattered a length of several inches. Again, a bullet passed in at the abdomen and out at the small of the back showing only small wounds, but two, and with the 'Dum-dum' three and four, of the vertebrae of the backbone were shattered.

"The range for destruction of bone as compared with perforation of bone is a longer one for the English service bullet, than for the Continental fully-mantled bullet, but, at close ranges, although they work more damage than the fully-mantled bullet, yet both are alike fatal to a limb if a large bone be struck."

## EXPLOSIVE EFFECTS.

Dealing with the "explosive effects" of the bullets the doctors say: "It is very important to remember that every bullet wound is attended with a greater or less explosive effect." And they add these thought-compelling conclusions: "The explosive range of the 'Dum-dum' is probably not greater than that of the fully-mantled bullet, since it loses its momentum more quickly. As far as explosive effects are concerned, the fully-mantled bullet is more dangerous. The 'Dum-dum' is unnecessarily effective, the 'Dum-dum' being especially so."

Their experiments as to explosive effects showed that "even where the bullet travels slowly enough only to nearly perforate a long bone the marrow is undoubtedly concussion and injured from end to end."

Fired at a human head the explosive effect of the "Dum-dum" was found to be so great that though the wounds of entrance and exit caused directly by the bullet were but small ones and near the ears, the explosive effect blew the crown of the head entirely off, shattering and scattering the whole, though not touched by the bullet. The "Mark II" bullet shattered part of the skull.

"To sum up," concludes the article, "we find the destructive effects of the 'Mark II' bullet, the 'Mark IV' bullet, and the 'Dum-dum' bullet stand to the 'Mauser' in the ratio of 1, 2, and 5, 4, to 1."

That is that our "Mark II" bullet is within three-tenths of being twice as deadly as that of the Boers, that the "Mark IV" is just twice as deadly, and the "Dum-dum" nearly five and a half times more deadly.

## SHIPPING REPORTS.

Captain Klopfer, of the steamship *Taihu*, from Shanghai, reports:—Fresh gales to Oakes, moderating to arrival.

Captain N. G. Major, of the steamship *Montezuma*, from Bangkok, reports:—Left Bangkok on the 1st inst., experienced light variable breezes to Pulo Obi; on the 3rd from Pulo Obi to Lat. 12° 47' Long. 109° 38', moderate to strong monsoon, rough sea, overcast and clear; thence to port fresh to moderate N. and N.N.E. winds, overcast and slight haze.

Captain Hodgins, of the steamship *Hainan*, from Coast of Java, reports:—From Tamsui fresh N.E. gale with thick dirty weather throughout. From Amoy moderate N.E. gale, dark cloudy weather. From Swatow moderate N. winds, fine clear weather and smooth sea. Vessels in Amoy:—*Koshi Maru*, *Cheloo*, *Glenfallach*, *Ness*, *Osaka*, and a Japanese cruiser. In Swatow:—*Neuchâtel*, and *Dagmar*.

## NOTANDA.

## CALENDAR.

January, 1900.  
Meteorological means based on fifteen years' observations to 1898.  
Barometer.....30.159  
Thermometer.....59.7  
Humidity.....74  
Rainfall.....1.545

TO-DAY.  
WEATHER REPORT.  
On date at 4 p.m.  
Barometer.....30.20  
Temperature.....51  
Humidity.....68  
Rainfall.....71

## TO-DAY.

Wednesday, 10th January, 1900.  
Chinese—10th of 12th moon of 25th year of Kwong-shi.  
Sun—Rises.....6hr. 44min.  
Sets.....5hr. 30min.  
High water—Morning.....6hr. 45min.  
Afternoon.....6hr. 30min.  
Low water—Morning.....6hr. 19min.  
Afternoon.....none

## ANNIVERSARIES.

1839—The Canton authorities forbid the conveyance of opium between Lintin and Whampoa.  
1840—Penny Post instituted.  
1897—The yacht *Active* run down by a junk in the harbour.  
1898—Major Esterhazy acquitted.

## TO-MORROW.

Thursday, 11th January, 1900.  
Chinese—11th of 12th moon of 25th year of Kwong-shi.  
Sun—Rises.....6hr. 45min.  
Sets.....5hr. 30min.  
High water—Morning.....6hr. 30min.  
Afternoon.....6hr. 28min.  
Low water—Morning.....6hr. 22min.  
Afternoon.....10hr. 11min.

## ANNIVERSARIES.

1844—The first Legislative Council sat.  
1870—Sir A. Alcock left Hongkong for England.  
1872—Seamen's Church, West Point, opened.  
1890—Fire at Foochow; 200 Chinese houses and several foreign houses destroyed.  
1891—New Union Church, Hongkong, opened.  
1896—S.S. *Winnington* towed into Hongkong with her boiler afloat and other extensive damage.  
1897—Roxas and twelve other rebels shot at Manila. Death of the Empress Dowager of Japan.

## AGENDA.

TO-DAY.  
Cargo ex *Tientsin* subject to rent.  
9 p.m.—Repeat concert at City Hall, in aid of the S. African Fund.  
H.K.V.C. ORDERS.  
5.30 p.m.—Company and Carbine Drill for the recruits of all units.  
6 p.m.—"D" Infantry Company, Company and Arm Drill.  
5.30 p.m.—"E" Engineer Company Drill at Headquarters.

6 p.m.—Band Practice for unenrolled Drummers.  
6 to 7 p.m.—Band.

## TO-MORROW.

Cargo ex *Wasaka Maru* subject to rent.  
3 p.m.—Auction Sale Crown Leasehold property on the premises (vide advt).  
5 for 5.30 p.m.—Regular Meeting of the Delicentia Lodge.  
H.K.V.C. ORDERS.  
4.30 p.m.—Range Finding Class.  
5.30 p.m.—Trumpeter's Class.  
5.30 p.m.—F.B. Company Drill at Kowloon Dock.  
5.30 p.m.—"A" and "C" Machine Gun Company Drill at East Point.

## FRIDAY, 12th.

N. P. R. steamer *Saint Irene* for Victoria B.C. and Tacoma.  
Ocean Steamship Co.'s steamer *Dardanus* leaves for Liverpool (direct).  
p.m.—Australian Lloyd's steamer *Gilda* leaves for Fiume and Trieste.  
H.K.V.C. ORDERS.  
5.30 p.m.—Signalling at Headquarters.  
SATURDAY, 13th.  
(About) P. & O. steamer *Magellan* leaves for London.  
Cargo ex *Glenavry* subject to rent.  
Cargo ex *Valletta* subject to rent.  
Noon—The Third Ordinary Meeting of Shareholders in the China Provident Loan and Mortgage Co. at No. 9 Praya Central.  
N. Y. K. steamer *Inaba Maru* leaves for Europe.

## MONDAY, 15th.

Noon—China Navigation steamer *Taiyuan* leaves for Sydney Melbourne.  
1 p.m.—M. & M. steamer *Ernest Simons*, with mails, leaves for Europe.  
3 p.m.—Ninth Ordinary Meeting of the Warehouse and Storage Co. Ltd. at No. 5 Queen's Road, Central.  
4 p.m.—N. Y. K. steamer *Kashii Maru* leaves for Victoria B.C. and Seattle.  
N. L. H. A. steamer *Sarmia* leaves for Havre and Hamburg.  
Cargo ex *Director* subject to rent.  
About—C. & O. steamer *Strathgyle* for San Diego.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (*Cable*) 12th inst.  
German (*Sachsen*) 12th inst.  
American (*Osage*) 15th inst.  
French (*Indus*) 16th inst.  
American (*América Maru*) 17th inst.  
Tacoma (*Tacoma*) 18th inst.  
English (*Chitani*) 19th inst.  
Canadian (*Empress of India*) 22nd inst.  
American (*Gaith*) 3rd prox.

The C. & O. steamer *Thyna* left San Diego on 8th inst. for Japan and this.

The C. & O. steamer *Carlisle City* leaves Japan for this about 13th inst.

The P. & O. S. N. Co.'s steamer *Canton* left Singapore for this port on the 9th inst. at 5 p.m.

The C. & O. steamer *Belgian King* arrived at Yokohama on 9th inst. and may be expected here on 23rd inst.

The steamer *St. Regulus* from New York left Singapore on the 2th inst. and is due here on or about the 14th inst.

The N. P. S. S. Co.'s steamer *Emerald* has arrived at Kobe and will sail on the 11th instant for Hongkong.

The O. & O. S. Co.'s steamer *Gaith* with mails &c. left Shanghai for this port yesterday the 9th inst. at 5 p.m.

The steamer *Hyson* from Glasgow and Liverpool left Singapore for this port on Tuesday afternoon and may be expected here on or about the 14th inst.

The O. & O. S. Co.'s steamer *Gaith* with mails &c. left San Francisco for this port at Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 6th inst.

The T. K. K. steamer *Hongkong Maru* with mails &c. which left hence Dec. 9th for San Francisco 19th Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 8th inst.

## HONGKONG AND WHAMPOA DOCK RETURN.

*Ila de Cuba*....."....."  
*Ila de Luzon*....."....."  
*H.I.G.M.S. Hertha*....."....."  
*H.I.G.M.S. Gefion*....."....."  
*H.I.G.M.S. Albatross*....."....."  
*Strathgyle*....."....."  
*Trafalgar*....."....."  
*Perian*....."....."  
*Kinshu Maru*....."....."  
*D. Juan d'Austria*....."....."  
*Memair*....."....."  
*Daphne*....."....."  
*St. Paul*....."....."  
Aberdeen

## PASSED THE CANAL.

Outward—12th December—*Morven*, *Stentor*, 15th December—*Klaxon*, 19th December—*Centurion*, *Zealand*, *Langbank*, *Aetolus*, *Bombardier*, 22nd December—*Babelsberg*, *Kanagawa Maru*, 30th December—*Asteria*, *Renewal*, *St. Jean*, *Indus*, *Dart*, *Lookaback*, *Lynx*, *Olysses*, and January—*Ceylon*, *Bracmar*, *Kuma Lykin*, *Oldenburg*, *Sanki Maru*, *St. Andrew*, 5th January—*Loas*, *Neslor*, *Tenaki*, *Erzerow*, *Ferdinand*, *Denbighshire*, *Ormonde*.

Homeward—2nd January—*Malacca*, 5th January—*König Albert*.

## Shipping.

## Arrivals.

TAISHUN, Chinese steamer, 1,216, Klopfer, 10th Jan., Shanghai 6th Jan., General—C. M. S. N. Co.  
MONKUT, British steamer, 859, N. G. Major, 10th Jan., Bangkok 1st Jan., General—Butterfield & Swire.  
HAIMUN, British steamer, 636, A. E. Hodgins, 10th Jan., Tamsui 6th Jan., Amoy 6th, and Swatow 6th, General—Douglas, Lapnik & Co.  
CHUYUN, Chinese steamer, 1,211, W. G. Jamieson, 10th Jan., Canton 9th January, General—C. M. S. N. Co.  
WINGSANG, British steamer, 1,517, T. H. Sellar, 10th Jan., Canton 9th Jan., General—Jardine, Matheson & Co.  
ST. PAUL, American steamer, 1,866, Hays, 10th Jan., Manila 6th Jan., Ballast—Order.  
ESMERALDA, British steamer, 966, Blaxland, 10th Jan., Manila 5th Jan., and Amoy 9th, General—Shewan, Tomes & Co.  
E-SANG, British steamer, 1,127, H. J. Roope, 10th Jan., Chinkiang 6th Jan., General—Order.  
PIRA NANG, British steamer, 1,021, A. S. Calder, 10th Jan., Bangkok 31st Dec., and Swatow 6th Jan., Rice and General—N. Y. K. Co.  
HANOT, French steamer, 750, Pannier, 10th Jan., Haiphong and Hoihow 9th Jan., General—A. R. Marty.  
HERMES, Norwegian steamer, 849, J. C. Jensen, 10th Jan., Canton 10th Jan., Coals—C. E. &



## Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 13th January, 1900, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOK of the Company will be CLOSED from 10th to 13th January, 1900, both days inclusive.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 5th January, 1900. [28b]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS will be held at the Office of the General Managers, No. 5, Queen's Road Central, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER &amp; CO., General Managers.

Hongkong, 30th December, 1899. [1622a]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment and Agency Co., Limited, General Agents for The West Point Building Co., Limited.

Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 3rd January, 1900. [14b]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 10 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA—

WATKINS &amp; CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [144]

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of TOYS AND FANCY GOODS, AT MODERATE PRICES.

D. NOMA, No. 12, Beaufort Arcade, Opposite the City Hall, Hongkong, 16th December, 1899. [41]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office.

Hongkong, 18th August, 1899. [1048a]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Tons.

S'hai.

H'kong.

S'pore.

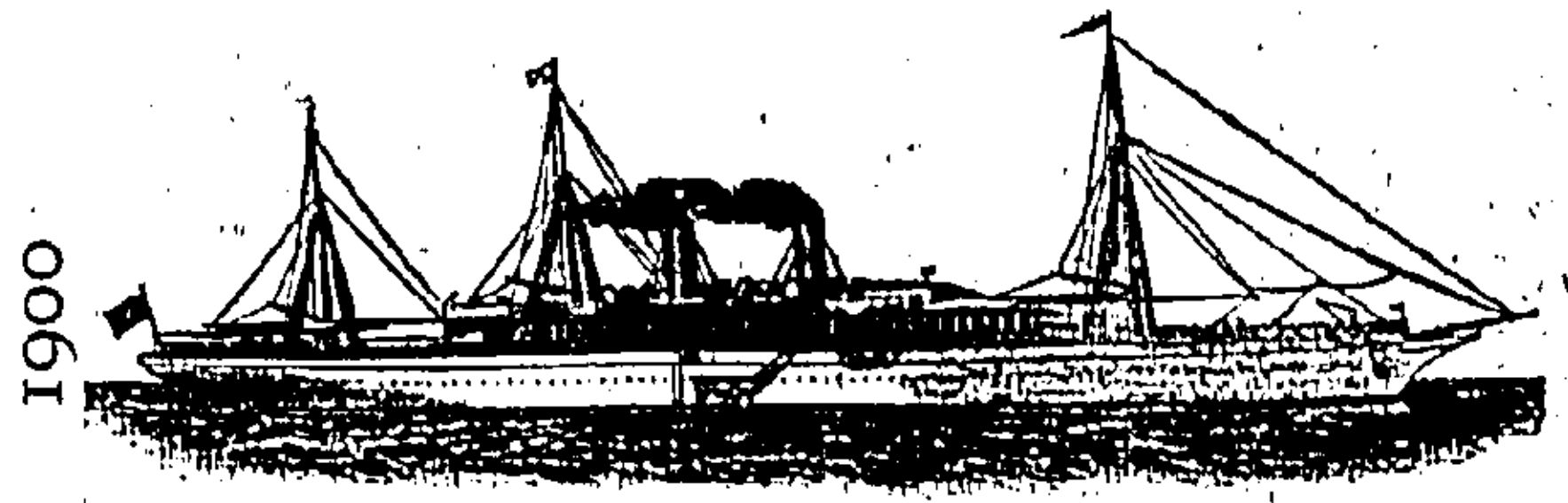
Parramatta. 4366 Mar. 27 Mar. 31 April 6

Mailla. 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong, 4th December, 1899. [121]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, "Pillar's Street." [3]

Hongkong, 20th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Saint Irene. 13,877 W. Atter. Jan. 12

Breconshire. 13,567 G. L. Elliott Jan. 20

Tacoma. 12,811 A. D. L. Jan. 29

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglow. 13,777 J. Murray Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 8th January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Strathgyle. 5,023 Monday Jan. 15

Carlisle City. 3,002 about Jan. 25

Belgian King. 3,379 about Feb. 1

Carnarvonshire. 2,920 about Feb. 15

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 15th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, China and Japan, Hongkong, 9th January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship "MASSILIA," Captain C. Gadd, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, All Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent, Hongkong, 6th January, 1900. [5]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INADA MARU. MARSEILLES, LONDON &amp; ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. SUNDAY, 14th Jan. at 4 P.M.

\*KINSHU MARU. VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA. MONDAY, 15th Jan. at 4 P.M.

KOSAI MARU. AMOY, SHANGHAI, CHEMULPO and NAGASAKI. THURSDAY, 18th Jan. at Daylight.

MIKE MARU. KOBE and YOKOHAMA. THURSDAY, 18th Jan. at 4 P.M.

KANAGAWA MARU. KOBE and YOKOHAMA. FRIDAY, 19th Jan. at 4 P.M.

KASUGA MARU. NAGASAKI, KOBE and YOKOHAMA. SATURDAY, 20th Jan. at 4 P.M.

YAWATA MARU. MANILA, THURSDAY ISLAND, SYDNEY, MELBOURNE, BRISBANE, ADELAIDE, and HOBART. FRIDAY, 26th Jan. at 4 P.M.

KAMAKURA MARU. MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO &amp; PORT SAID. FRIDAY, 26th Jan. at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager. [6]

Hongkong, 10th January, 1900.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

\*SARNIA. HAVRE and HAMBURG. 15th Jan. Freight and Passage.

AMBRIA. (LONDON with transshipment in HAMBURG) 18th Jan. Freight.

WITTENBERG. (LONDON with transshipment in HAMBURG) 27th Jan. Freight.

\*SILESIA. (LONDON with transshipment in HAMBURG) 5th Feb. Freight and Passage.

HOLSATIA. (LONDON with transshipment in HAMBURG) 8th Feb. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &amp;c., apply to CARLOWITZ &amp; Co., Agents. [27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 27th Jan. at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 22nd Feb. at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 20th March, at Noon.

THE Steamship "AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 4th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*Algoa (via Moji, Kobe, Yokohama &amp; Honolulu) Saturday, 10th Feb. 1900, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 3rd March, 1900, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 27th March, 1900, at Noon.

(\* Taking Cargo only.)

THE U.S. Mail Chartered Steamship "ALGOA," will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA &amp; HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 3rd December, 1899. [1]

## Notice of Firms.

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN &amp; CO., 12, Beaufort Arcade, [20a]

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING, MOK KUN HUI, MOK YUEK LIM. [21b]

Hongkong, 3rd January, 1900.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co. [30]

Hongkong, 28th May, 1899.

## To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PERL STREET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD. [12]

Hongkong, 17th November, 1899.

## OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to W. DANBY, Civil Engineer &amp; Architect, Hongkong, 7th October, 1899. [1281a]

## Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship "GLENHARRY," having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. &amp; COV. [34b]

Hongkong, 6th January, 1900.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamship "VALETTA," FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO &amp; STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &amp;c., ex S.S. Rome. From Australia, ex S.S. India. From Persian Gulf, ex S.S. Patna &amp; Mahomedie. From Madras, ex S.S. Loodiana.



## Intimations.

**MITSUI BUSSAN KAISHA**  
No. 6, Ice House Street, Praya Central.

*Branch Office:—*  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENSIN,  
NEWCHWANG and all Ports in JAPAN  
*Agencies:—*  
Milki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinotani Coal Mines.  
Ohnoura Coal Mines.  
No. 1, Ohtsuji Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshio Coal Mines.  
Yamane Coal Mines.  
Manoura Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kanagafuchi Cotton Spinning Mills.  
Shunghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Milke Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.  
MITSUI RUSSIAN KAISHA,  
M. FUJISE,  
Manager.  
Hongkong, 11th December, 1899 [3]

**CARBOLINUM AVENARIUS**  
USED FOR OVER 20 YEARS.  
*With the Utmost Success.*

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.

Sole Agents for China,  
**LÜTGENS, EINSTAMANN & CO.**  
Hongkong, 11th September, 1896.

**F. BLACKHEAD & CO.,**  
*SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS.*  
PRAYA CENTRAL HONGKONG,  
**SOAP MANUFACTURERS.**

**SOLE AGENTS FOR**

H. HARTMANN'S PATENT LAUNCHES, HONGKONG.  
 BRAND, HARTMANN'S GREY PAINT,  
 DAIMLER'S PATENT MOTOR  
 LAUNCHES,  
 &c., &c., &c.

*Sole Agents for*  
 FERGUSON'S SPECIAL CREAM  
 and  
 P. & O. SPECIAL LIQUOR SCOTCH  
 WHISKY, &c.  
 EVERY KIND OF  
 SHIP'S STORES AND REQUISITES  
 ALWAYS IN STOCK &  
 AT  
 REASONABLE PRICES.  
 Hongkong, 14th May, 1896. [

**LEVY HERMANOS.**


**D**IAMOND MERCHANTS, JEWEL  
 LERS AND WATCHMAKERS.  
 Sole Agents in the East for the amalgamated  
 CLEMENT, HUMBER and GLADIATOR Co., Ltd.  
 DUNLOP TYRES'S BICYCLES—PRICE, \$160.  
 A special reliable Watch made for this Climate  
 Quality A \$16  
 Quality R \$12

42] *40, QUEEN'S ROAD,*  
Watson's Building.

**CHS. J. GAUPP & CO**  
CHRONOMETER, WATCH, and CLOCK  
MAKERS JEWELLERS, SILVER  
SMITHS, and OPTICIANS:  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemant's Watch  
awarded the highest Prizes at every Exhibition  
and for Voigtlaender and Sohn's  
CELEBRATED OPERA-GLASSES,  
MARINE GLASSES and SPY-GLASSES.  
Nos. 54 & 56, Queen's Road Central.

**RIGAUD'S**  
**White Violet**  
**EXTRACT**

This fugative and  
delicate perfume is



persistant as an  
**Extrait** for the  
 handkerchief  
 while as a  
 Soap and

**Powder,**  
it has been  
adopted by  
the most re-  
fined French  
Society.

**RIGAUD & Co**  
 10,000  
 White Violets  
 equal each bottle of  
**PARIS** Rigaud's Extract  
 PERFUMES.

**I**S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, **ALL PHOTOGRAPHIC ART PRACTICE** in the Colony or in any part of the Far East. **GROUPS AND VIEWS** a speciality.  
Hongkong, 22nd September, 1868

**NOTICE.**  
**NOT RESPONSIBLE FOR DEBT.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay at Hongkong Harbours—  
REUCE; American ship, D. Whitmore—Standard Oil Co.

100



